

DIAGRAMMATIC

★ WE SHALL BE EXHIBITING ON
STAND 8, GALLERY K

AT

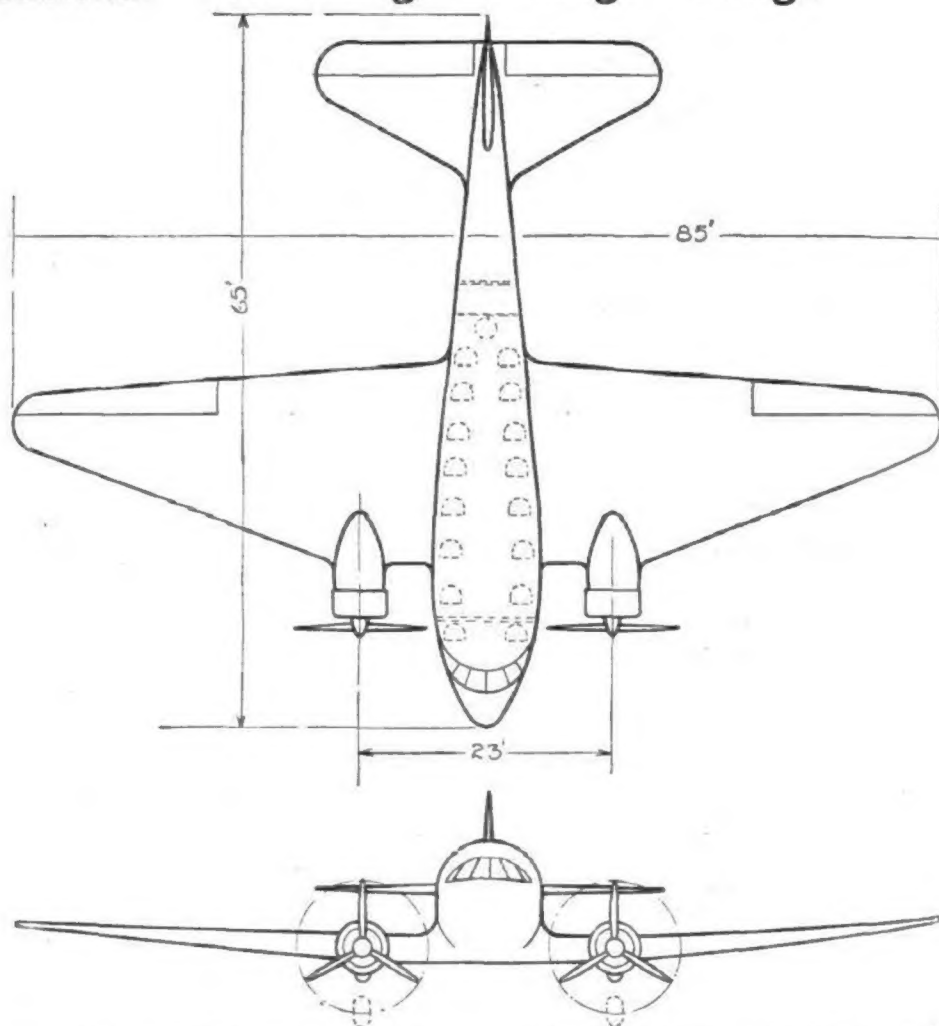
L'EXPOSITION INTERNATIONALE
DE L'AERONAUTIQUE,
PARIS, NOVEMBER 13th—29th

OF THE BRITISH

WITH AN AEROPLANE

The Conventional non-lifting Fuselage design

★ Both aeroplanes carry the same load of 14 passengers, 2 pilots and 1,000 lbs. of mail, and are of the same range and landing speed, and powered with engines of the same h.p.



FUSELAGE contributes no lifting effect and imposes "dead-weight" on the outboard wings. Structure is not assisted in emergency strength by the major structural members.

ENGINES mounted on outboard wings must be 20 to 25 feet apart with propellers operating opposite cabin section, and produce maximum turning moment for single engine flight. Engines contribute no emergency protection to fuselage, and are not accessible in flight.

LANDING GEAR (front wheels retractable) is mounted beneath engine nacelles, requires "low-wing" arrangement and imposes all landing stresses on wings. Not accessible in flight. Low wings restrict ground visibility for passengers.

NARROW FUSELAGE restricts passenger comfort and prevents concentration of load area for perfect balance and controllability.

WEIGHT. Empty equipped, 12,000 lbs.

MAXIMUM SPEED. 210 m.p.h.

SCOTTISH AIRCRAFT *and* ENGINEERS

LONDON OFFICE: SHELL MEX HOUSE W.C.2. CABLES: S.K.